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culosis in the last stage and 2 cases less far advanced and 1 case of specific hemiplegia.

To summarize, the points in favor of the Chinatown of Los Angeles are, first, the entire absence of cellars under the houses; second, the presence of abundant air space among the back yards; third, the small percentage of overcrowding. The points against Chinatown are, first, the absence of artificial drainage; second, the perfectly flat surface on which the town is built; third, the lack of paved sidewalks and streets; fourth, the large number of old wooden structures built flat on the ground; fifth, the presence of a large area of old wooden sidewalks; sixth, the presence everywhere of a large number of animals, particularly cats.

The conditions above mentioned have been protested against a great number of times, but without avail, by Health Officer Powers, who is an exceptionally earnest and capable sanitarian. While I believe Chinatown to-day to be in a very bad condition from a sanitary standpoint, I find considerable improvement during the past three months owing to Dr. Powers's untiring energy and the support which he has received at the hands of the board of health of this city. We found that three Chinamen have arrived in the past thirty days from the Chinatown of San Francisco. I personally examined 1 of these and found him to be in good health. The other 2, however, we were unable to find.

I leave to-morrow for San Francisco, via Fresno and Merced.

Respectfully,

L. E. COFER,

Assistant Surgeon, U. S. M. H. S.

REPORTS FROM THE MEXICAN BORDER.

El Paso, Tex., June 9, 1900.—I have the honor to submit the following summary of work at this station for the week ended June 9, 1900: Inspection Mexican Central Railroad passengers, 213; inspection Rio Grande and Pacific Railroad passengers, 20; inspection of immigrants and their families, 23; disinfection of bedding, clothing, etc., of immigrants, 10; disinfection soiled linen, Pullman, from Mexico, 313; disinfection soiled linen imported for laundry, 244; vaccinations, 4.

Respectfully,

E. ALEXANDER,

Acting Assistant Surgeon, U. S. M. H. S.

Laredo, Tex., June 13, 1900.—I have the honor to submit the following report for week ended June 9, 1900: Persons on Mexican National Railroad inspected and passed, 366; immigrants inspected and entered, 17; immigrants vaccinated, 8; immigrants refused entry, 2. June 4, refused entry to 1 Italian, 6 days out from Vera Cruz, Mexico; no baggage. June 9, refused entry to 5 persons from Tuxpan via Tampico; destination Louisiana; no baggage.

Respectfully,

H. J. HAMILTON,

Acting Assistant Surgeon, U. S. M. H. S.

DISTRICT OF COLUMBIA.

Smallpox situation in Washington.

WASHINGTON, D. C., *June 11, 1900.*

SIR: I have the honor to report that since my last letter to you relative to the smallpox situation, dated May 29, 1900, 4 new cases have been reported and 2 have been discharged from the hospital, cured.

There were, therefore, at 4 o'clock p. m. this day, 5 cases of smallpox in this District, all confined in the smallpox hospital.

Respectfully,

WM. C. WOODWARD, M. D.,
Health Officer.

Smallpox in Washington, D. C.

WASHINGTON, D. C., June 18, 1900.

SIR: I have the honor to state that since my last letter, dated June 11, 1900, relative to the smallpox situation, 8 new cases have been reported. There are, therefore, to day in this District 13 cases of smallpox, all confined to the smallpox hospital.

Respectfully,

WM. C. WOODWARD, M. D.,
Health Officer.

FLORIDA.

Inspection of smuggling smacks off Anclote Key, Fla.

U. S. S. W. D. BRATTON,
Port Tampa, Fla., June 11, 1900.

SIR: I have the honor to submit the following report of the cruise of the Marine-Hospital Service quarantine steamer *Bratton* for the period extending from June 5 to 11, inclusive:

The *Bratton* left Port Tampa on the morning of the 5th instant and headed for Anclote, arriving there at 3.30 p. m. of the same day, and anchored in the harbor. At that time no smacks were in sight and only one or two small coasters were in the harbor.

At daybreak on the 6th a smack was sighted heading for entrance of harbor, but as soon as it became light enough for him to recognize the *Bratton* he went about and headed for sea, at the same time hoisting the United States flag.

All day of the 7th was uneventful and no smacks were seen and only 1 sponger, the *Iowa*, of Key West, came into the harbor and anchored about 1 mile northwest of the *Bratton*. Although this vessel was anchored in the roadstead, he showed no anchor lights.

On the 8th spongers were coming into the harbor all day, and by nightfall between 40 and 50 were at anchor about 1 mile inshore from the *Bratton*.

On the morning of the 9th smacks began coming in and anchored about 2½ miles offshore, and at 2 p. m. there were 8 of them anchored close together. At 2.30 p. m. a small sloop was seen communicating with smacks, but before we could get underway he escaped and was soon lost to sight in the heavy rain squalls which were occurring every few minutes. At 4 p. m. quite a heavy gale was blowing and heavy sea prevented boarding and work was abandoned for the day, the *Bratton* anchoring between the smacks and the sponge fleet.

On the morning of the 10th we got underway at 4.30 a. m. in a heavy rain storm and went out to the smacks and attempted to board and inspect. The *Regla* was boarded by myself and Inspector Browder and was found to have certificate of disinfection dated June 1, and her crew of 6 men were well. She was found with a considerable quantity of aguardiente aboard, but as they claimed stress of weather no seizure was made. We then boarded the *Antonio Barba*, and he also was found to have certificate of disinfection, dated May 28. The weather became so bad that I was compelled to discontinue my work on account of the